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# **TRANSPORTATION CONSULTATIVE GROUP 3: DATA EXCHANGE**

**Notes for U.S. Presentation at the October 22, 1999  
Meeting in Baltimore, Maryland**

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## **SECTION I: OVERVIEW**

### **Driver License Data**

U.S. commercial motor vehicle enforcement at the roadside have been obtaining access to driver license data primarily by using either a dial-up telephone connection or the police National Law Enforcement Telecommunications System (NLETS.)

Because dial-up telephone connections are not reliably available at all roadside locations where desired, and not at locations where a mobile unit may stop a **CMV**, **OMCS** conducted a pilot test of wireless data communications. That test demonstrated use of this technology in selected locations in the U.S. can be cost effective.

The U.S. will examine whether wireless access is available in the border locations. If so, if appropriate it could be used for inspectors to obtain driver license data at those locations.

The SAFER software is being modified to support an **Intranet** link over the **FHWA** WAN to a browser based **CDLIS** check capability for performing a computer check of a driver license from any of the NAFTA countries.

The U.S. and Mexico have been working together for several years using an interim database of Mexican driver license information. We call this the **Licencia** Federal Information System (**LIFIS**). Mexican driver information is added to the database as drivers are found operating a **CMV** in the U.S., but have not yet been added to the database.

The U.S. plans to implement a pilot test at one or more border crossing where intensive inquiries will be made for to verify the commercial driver license for many or perhaps every driver stopped for an inspection.

The U.S. and Mexico will also begin outreach efforts to other sources of information about Mexican drivers that are operating **CMVs** in the U.S. In addition they will begin outreach efforts to the Mexican commercial vehicle organizations to get them to encourage Mexican employers to identify which of their drivers are operating **CMVs** in the U.S.

The U.S. has expanded the technical capability available to U.S. jurisdictions for electronically reporting traffic law convictions. That capability will now support reporting traffic law convictions of Mexicans who have a **licencia** federal to a single data repository in the U.S. This conviction information will also be forwarded to Mexico.

## **Carrier Data**

The patterns of carrier safety performance are monitored by collecting information such as:

- Vehicle and driver inspections performed at the roadside;
- Crash data collected from the States.

The SAFER system will add the capability for enforcement personnel to determine if a driver or vehicle was recently inspected, and thus verify whether any problems identified in the previous inspection were corrected. This capability will also make it possible to determine if a driver or vehicle may be violating an out-of-service order.

The inspection and crash data is analyzed to identify carriers which appear to have a pattern of safety problems. These carriers are then prioritized for a visit for a safety audit.

Enforcement efforts are focused on:

- Placing drivers and/or vehicles out of service at the roadside, and possibly fining them for a violation;
- Assessing a fine against the carrier for safety violations.

The U.S. is beginning implementation of a system which identifies the vehicles being used by a carrier which has a pattern of safety problems, or the safety is so bad all their vehicle registrations have been revoked. This will make it possible for enforcement personnel at the roadside to identify those vehicles so they can be checked or put out of service.

## **SECTION II: DETAILED MATERIAL**

### **Driver**

A common goal accepted by all three NAFTA countries is to have complete driver license databases available for use by enforcement personnel. These databases are supposed to include information for any driver known to have been issued a license, or who may have lost their privilege. These databases can be checked by enforcement officials to verify whether a driver license document presented to enforcement personnel was actually issued to that driver, and is what that document represents.

### **Mexican Driver License System**

The U.S. is providing technical assistance to Mexico for implementation of a computer based licensing system in Mexico. Getting data into the system for all drivers that operate **CMVs** in the U.S. is a current issue of interest. The **SCT/DGAF** has explained they only have authority to require drivers to come to the licensing department offices when the driver needs to obtain a license, or to **re-certify** their **licencia** federal every two years. Because drivers only have to come to the **SCT** Department office every two years, that means reliance on the **re-certification** process would take about two years to complete, from the time the last Department office is added to the **SCT** fiber optic network.

In an effort to collect driver data more quickly, the **SCT/DGAF** has asked the Mexican **Camaras** for assistance in recording the data needed in the new computer system. The goal is to add all drivers that operate commercial motor vehicles in the U.S. The **Camaras**, and Mexican employers of commercial drivers, make decisions just like any other business. Therefore, unless there is a reason for them to invest effort to gather and record the needed driver data for the computer system, they are not likely to do it.

What would make Mexican employers want to gather and record the needed driver data?

### **U.S. Efforts to Facilitate Recording **Licencia** Federal Information**

The U.S. has proposed creation of an incentive for Mexican employers to want to assist in getting information about their drivers included in the **SCT/DGAF** driver license computer system. The proposal is two fold. First, the U.S. will begin rigidly holding drivers to having their information in the **LIFIS** within 15 days of the first inquiry about their license, i.e. a driver without data having been added to the **LIFIS** will be put out of service on day 16 and later. Second, a process will be implemented for determining a date in 2000 when the 15 day grace period will no longer be allowed. After that date, if the Mexican driver license system does not contain the driver license data for a driver operating a **CMV** in the U.S., that driver will be put out of service.

If we are not able to get the Mexican Camaras and employers to help gather and record the existing driver license data, we need to find out if the existing employees of the SCT and TML can handle the needed processing to add the drivers which hold a **licencia** federal. To get information on this the U.S. plans to conduct a pilot test. We plan to do this by getting border enforcement personnel at one or more selected sites to begin performing a computer check of the driver license for every vehicle that is being inspected when coming into the U.S. This test will enable us to gather valuable information such as:

- How large a number of drivers may be operating in the U.S. who have not already been added to the interim LIFIS which has been operating since December 1995;
- Can the existing staff of the SCT/DGAF provide the information on this number of driver licenses that are not yet in the database;
- Can the current number of staff persons supporting operation of the interim LIFIS database in the U.S. handle whatever additional load of updates will be necessary to get all drivers who will operate in the U.S. into the database on a near-term basis;
- Could there be any negative impact on border clearance procedures if we begin checking the computer driver license record for every driver that is stopped for an inspection at all border crossings;
- How interested are the Mexican employers in helping to identify what drivers will operate in the U.S., and therefore may need to be added to the database;
- What effect will additional checking by the U.S. have on Mexican employers' interest in assisting the SCT/DGAF get the driver information into the computer system?

In order to facilitate an open and informed test, we hope to be able to provide weekly reports to those participating in this pilot in both the U.S. and Mexico. These reports would include information such as:

- The number of drivers checked at that border location;
- The number of drivers who were in the database when checked;
- The number of drivers who were not in the database when checked;
- The number of drivers that were added that week in response to requests for driver information to the SCT/DGAF;
- The results of all checks, including drivers who were not in the database at the time of the inquiry, i.e. the number valid, not valid, not issued, etc.
- Average time for the SCT/DGAF to obtain data for drivers not in the database;
- How many requests for information are still waiting for a response;
- Are any requests for information taking longer than 15 days.

If participants in the pilot desire any other type of data to be included in the weekly reports, we will be happy to explore the possibility. We plan for this to be a cooperative two way working effort to share any ideas from participants in the pilot for improvements in the form, analysis, etc. of the information furnished to them.

We hope to begin this pilot sometime in November. An initial meeting is proposed at the border location to explain what capabilities exist, what we intend to accomplish with the pilot, and the next steps that can come if the pilot indicates it can be successfully carried out. This initial meeting hopefully can include all relevant management and operational personnel from both the U.S. and Mexico who will be part of this pilot.

#### New U.S. Driver Access

The U.S. is developing a new access capability for performing computer checks of driver license information. It takes advantage of the new Web browser technology and operates within a secure **Intranet** environment. We will be implementing a policy that roadside enforcement should access the SAFER as part of every inspection. The **CDLIS** Check capability will be available to all authorized users as a secure link when they are connected to SAFER. A demonstration of just the pilot **CDLIS** Check capability will be given later in this meeting.

A number of border locations are accessing the SAFER at the end of the day using a dial-up connection. If wireless access is found to be available in those locations, they could change their access pattern to check SAFER for each inspection. This would make it possible to check the driver license information for every inspection. We should have details on this by the next Plenary meeting.

#### Conviction Information

The U. S. as part of the Commercial Driver License Information System (**CDLIS**) design includes a capability for jurisdictions to electronically report traffic law convictions a driver received in their jurisdiction to the jurisdiction where that driver is licensed. **OMCS** has worked with both **AAMVAnet** and **TML** to expand this capability to allow jurisdictions to use their **CDLIS** electronic capability for reporting conviction information for Mexican drivers with a **licencia** federal to the licensing jurisdiction.

Collection of this conviction information in one place within the U.S. will make it possible for the U.S. to make a determination whether a Mexican driver which receives multiple convictions, possibly in different jurisdictions in the U.S., should be disqualified from operating a **CMV** in the U.S. This U. S. conviction information will also be made available to the **SCT/DGAF**.

Presumably the four U.S. border States with Mexico will be the first ones targeted to begin reporting their conviction data for Mexican drivers with a **licencia** federal. The U.S. looks forward to beginning discussions with Mexico on the ability of each country to honor traffic law convictions of its citizens received in another NAFTA country.

## **Carrier**

The U.S. is applying the same safety monitoring process to Mexican carriers it uses for U.S. and Canadian carriers. The U.S. will continue providing information about U.S. inspections of Mexican carriers to Mexico. We will continue to use the results from these inspections to identify Mexican carriers which have a pattern of safety violations in the U.S.

The U.S. is providing copies of these inspections of Mexican carriers to Mexico. We would be glad to revise the form and/or analysis of this inspection data in any way that will make it more useful to Mexico.

The U.S. would be interested in opening discussions with Mexico regarding the possibility of exchanging vehicle specific information for the vehicles registered to carriers which have been identified as having a very poor safety pattern, or which have actually had their vehicle registration taken away. This type of access could lead to enforcement actions patterned after the practices developed for the Performance Registration Information Systems Management (PRISIM) being implemented with a number of Departments of Motor Vehicles in the U.S.

## **SECTION III: DEMONSTRATION OF BROWSER ACCESS TO DRIVER LICENSE DATA**